

AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0006] with the following rewritten paragraph:

-- [0006] Fig. 1 shows a prior art modular mounting device for installation in the bumper 1 of a motor vehicle as disclosed in U.S. Pat. No. 6,318,774. The device includes a sensor bracket 3 that is configured to be tube-shaped and has an end face that is configured as a collar 3a. The bracket 3, at this end face 3a, is attached to a suitable bore 2 in the bumper 1 from the rear side of the bumper 1. For purposes of attachment, conventional joining technologies can be used such as adhesives, welding, ~~snap-method~~ injection-molding, or bolts. After the bracket 3 is attached to the bumper 1, an ultrasonic sensor 6 is installed from the rear into bracket 3 until the head piece 7 of sensor 6 in its end face rests roughly flush with the adjoining exterior surface of bumper 1. --

Please replace paragraph [0008] with the following rewritten paragraph:

-- [0008] U.S. Patent No. 6,572,161 to Wild et al. discloses yet another mounting for attaching a component to the bumper of a car wherein two flexible tongues are injection molded at their feet onto the bumper. These tongues are resilient and are perpendicular to the surface of the bumper at the opening which receives the component. The tongues can be molded with the bumper or molded in place. However, in order to provide sufficient support for the component attached to the tongues an additional mounting component is necessary, in the form of a bridge. The bridge joins the tongues together in their base area. This bridge makes the mounting stable and holds the component in its position in the bumper. --

Please replace paragraph [0026] with the following rewritten paragraph:

-- [0026] In accordance with another aspect of the invention, the core pin is designed so as to create a through-hole having a complimentary shape to an external contour of the component to be inserted into the component mounting. --

Please replace paragraph [0042] with the following rewritten paragraph:

-- [0042] Turning now to FIG. 2, a class A surface 201 of a fascia 200 of an automobile is shown. In this exemplary embodiment, fascia 200 has four integrally molded-in mountings for components. However, only through-holes 202a-d are visible from the class A or show surface 201 as the mounting is integrally molded to a B-side or rear side 204 of the fascia 200. The B-side 204 of the fascia 200 being opposite to and spaced apart from the show surface or class A surface 201. Having regard to FIG. 3, a portion of [[a]] the rear side 204 opposite the show surface 201 of fascia 200 is shown depicting mounting 203a. Mounting 203a includes a containing portion 205 to house a component, such as a parking sensor, therein. The containing portion 205 has a proximal end and a distal end, wherein the containing portion 205 is integrally molded to the fascia 200 at its proximal end forming a through-hole 202a to allow a component (not shown) to communicate through the fascia 200. If the mounted component is a parking sensor, the through-hole 202a allows the parking sensor to sense an object therethrough. The distal end of the containing portion 205 includes fasteners 209', 209" to secure a component in mounting 203a. Advantageously, the fasteners 209', 209" are releasable. In accordance with the embodiment presented in FIG. 3, the fasteners 209', 209" are provided in the form of first and second resilient arms including first and second recesses 211', 211". A component (not shown) can be inserted into the mounting 203a from the rear side 204 opposite to the show surface 201 of fascia 200 until complimentary projections on the component snap into recesses 211', 211" to fasten and secure the component in the mounting 203a. Alternatively, the arms can include projections and the component to be mounted in the mounting 203a is provided with complementary recesses to afford a snap connection between the mounting 203a and the component. The snap connection can be designed to be elastic so that when the snap connection is disengaged, for example by flexing the arms, the component can be released from the mounting 203a and removed. --

Please replace paragraph [0044] with the following rewritten paragraph:

-- [0044] Advantageously, the fasteners 209', 209" are disposed diametrically opposite to each other. --

Please replace paragraph [0045] with the following rewritten paragraph:

-- [0045] In accordance with an embodiment of the present invention, the fascia 200 is made from a thermoplastic material having sufficient rigidity to maintain a continuity of a coating applied to [[a]] the show surface 201 of the fascia 200 so as to avoid a crazing of the coating applied to the fascia 200. As of late, it is desirable to provide a paint coat on the fascia 200 to match the color of the automotive vehicle or to provide a particular color scheme to an automotive vehicle. Other coating applications are clear coats or metal platings, such as chrome, nickel, or copper plating. The material of the fascia 200 needs to have sufficient rigidity to support such coatings thereon. --

Please replace paragraph [0046] with the following rewritten paragraph:

-- [0046] Furthermore, in some applications, such as in the case of parking assist sensors, a sufficient rigidity of the component mounting 203a in the fascia 200 is required to maintain a positioning of the sensing unit in the component mounting 203a so as to prevent a misalignment of the sensor and hence a faulty feedback from the sensor. --

Please replace paragraph [0047] with the following rewritten paragraph:

-- [0047] Having regard to FIG. 4, a schematic cross-sectional view of the mounting 203a is shown having a sensor 213 inserted from [[a]] the rear side 204 opposite to the show surface 201 of the fascia 200. Sensor 213 is fastened to the mounting 203a by means of projections 215' and 215" in respective recesses 211', 211" of the fasteners 209' and 209". The fasteners 209', 209" are configured on the containing portion 205 so as to be resilient, so that when the projections 215', 215" and recesses 211', 211" are disengaged, sensor 213 is released and can be removed from mounting 203a. Sensor 213 can be electrically connected to a control device via connecting member 217. --

Please replace paragraph [0048] with the following rewritten paragraph:

-- [0048] In accordance with an embodiment of the invention, sensor 213 is inserted into mounting 203a so as to be flush with the adjoining show surface 201 of fascia 200 and hence it is hardly noticeable. Only a small end face 218 of sensor 213 is visible from the show surface 201

of fascia 200. In order for the sensor 213 to be as inconspicuous as possible, the end face 218 that is showing through to the show surface 201 is painted the same color as the fascia 200. --

Please replace paragraph [0051] with the following rewritten paragraph:

-- [0051] FIG. 6 shows a cross-sectional view of a fascia 600 having an integral component mounting 603 to illustrate more clearly a design of fascia 600 in accordance with another embodiment of the invention. Component mounting 603 has a containing portion 605 having a proximal end 607 and a distal end 609. The containing portion 605 is integrally molded to the fascia 600 at its proximal end 607 forming a through-hole 602 therethrough. A fascia wall stock thickness is designated as "A" in FIG. 6 and a mounting wall stock thickness is designated as "B". The mounting wall stock thickness "B" is advantageously one third of the fascia wall stock thickness "A" so as to reduce sink marks on [[the]] a show surface 601 to a minimum. A wall stock thickness ratio of one third is a standard guideline for creating backside flanging perpendicular to a normal show surface. Alternatively, sink marks are reduced by increasing the fascia wall stock thickness about the proximal end 607 of the containing portion 605 where mounting 603 is integrally molded to fascia 600. --

Please replace paragraph [0052] with the following rewritten paragraph:

-- [0052] Furthermore, in order to achieve the design of the proximal end 607 as illustrated in FIG. 6, a lifter travel distance "E" is required to remove the molded fascia 600 from the mold. The lifter travel distance "E" is the sum of distances "C" and "D". The design of through-hole 602 is achieved by employing a hydraulic core pin (not shown in this figure) during the molding process. The hydraulic core pin is also removed from the mold after the molding process is finished to allow the fascia 600 to flex freely so as to release the molded fascia 600 from the mold. --

Please replace paragraph [0053] with the following rewritten paragraph:

-- [0053] In accordance with yet a further embodiment of the invention, a parting line seal off "F" is provided where the proximal end 607 of the containing portion 605 meets fascia 600. The parting line seal off applies to a cavity to core condition that meet to create an opening in the

part. The parting line seal off "F" is provided to increase a paint quality and a parting line quality. The provision of the parting line seal off "F" avoids a sharp edge at this end of through-hole 602, thus allowing the paint to stay on well. In accordance with this embodiment of the invention, a component to be inserted into mounting 603 from a rear side 604 of fascia 600 is approximately flush with the show surface 601 of fascia 600 with a small clearance remaining to the show surface 601. Furthermore, the "flat" portion designated with "G" in FIG. 6 provides support to a decoupling ring when a sensor is inserted into the bracket and an interference fit for the securing snaps to engage and press against. --

Please replace paragraph [0054] with the following rewritten paragraph:

-- [0054] FIG. 7 depicts a perspective view of another embodiment of [[the]] a component mounting 702 in accordance with the invention. Component mounting 702 includes a containing portion 704 having a through-hole 705. The containing portion 704 further includes fasteners 706a and 706b to allow a component to be secured in the containing portion 704. Advantageously, the fasteners 706a and 706b are releasable. The fasteners 706a and 706b are provided in the form of resilient arms including recesses 708a and 708b, and elongated ridges 710a-d along edges of the fasteners 706a-b 706a and 706b to increase or strengthen a retention of the component in the component mounting 702 by making the arms less resilient. --

Please replace paragraph [0055] with the following rewritten paragraph:

-- [0055] Advantageously, the invention ~~allows to reduce an~~ reduces assembly content. Furthermore, providing fascias with integrally molded component mountings can reduce a plurality of sub-components as in traditional designs. Moreover, the need for painting bezels, secondary tooling, and associated labor are also removed. --